

2005

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

60

Montgomery County
City of Radford
Town of Blacksburg
Town of Christiansburg

Prepared By

**Virginia Department of Transportation
Traffic Engineering Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Frontage Road (F precedes frontage route number)



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wve - Wve Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Traffic Engineering Division
2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Operational Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
							2Axle	3+Axle	1Trail	2Trail							
8	Riner Rd	From: Floyd County Line To: Montgomery County	5.99	7300	G	96%	0%	1%	1%	2%	0%	F	0.094	F	0.688	7600	G
8	Riner Rd	From: 60-658 North of Riner To: Montgomery County	3.26	9900	G	96%	0%	1%	1%	2%	0%	F	0.101	F	0.665	10000	G
8	W Main St	From: SCL Christiansburg near I-81 To: Town of Christiansburg (Maint: 60)	0.22	12000	G	96%	1%	1%	1%	1%	0%	F	0.102	F	0.575	13000	G
8	W Main St	From: Old SCL Christiansburg To: Town of Christiansburg	0.77	13000	G	96%	1%	1%	1%	1%	0%	C	0.086	F	0.500	14000	G
		From: US 11; Radford St To: Montgomery County															
11		From: Pulaski County Line To: Montgomery County	0.15	28000	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.565	29000	G
11		From: WCL Radford To: Montgomery County	0.21	28000	G	98%	0%	0%	1%	1%	0%	F	0.089	F	0.565	29000	G
11	Norwood St	From: SR 232, First St To: City of Radford	0.26	12000	G	98%	0%	1%	0%	1%	0%	F	0.089	F	0.617	13000	G
11	Norwood St	From: Grove Ave To: City of Radford	0.77	8900	G	98%	0%	1%	0%	1%	0%	C	0.084	F	0.567	9700	G
11	Norwood St	From: SR 177 Tyler Ave To: City of Radford	0.93	6000	G	98%	0%	1%	0%	1%	0%	F	0.088	F	0.535	6500	G
11	Norwood St	From: Whitehall St To: City of Radford	1.46	3900	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.549	4200	G
11		From: ECL Radford To: Montgomery County	1.47	8300	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.567	8600	G
11	Radford Rd	From: 60-663 Walton Dr To: Montgomery County	2.32	7700	G	99%	0%	1%	0%	0%	0%	C	0.100	F	0.513	7900	G
11	Radford St	From: 60-662 Harmon Dr To: Montgomery County	0.65	8500	G	99%	0%	1%	0%	0%	0%	F	0.098	F	0.507	8700	G
11	Radford St	From: WCL Christiansburg To: Town of Christiansburg	1.40	11000	G	98%	0%	1%	1%	1%	0%	C	0.097	F	0.518	12000	G
11	W Main St	From: SR 8 W Main St To: Town of Christiansburg	0.30	4900	G	98%	0%	1%	1%	1%	0%	F	0.095	F	0.567	5300	G
11	Bus 460 E Main St	From: Bus US 460 S Franklin St To: Town of Christiansburg	0.12	8100	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.513	8800	G
11	Bus 460 Roanoke St	From: Roanoke St To: Town of Christiansburg	0.11	12000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.507	13000	G
		From: E Main St To: Craig St															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 11 460 Roanoke St	From: [] To: [] Town of Christiansburg	0.98	14000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.550	15000	G
Bus 11 460 Roanoke St	From: [] To: [] Town of Christiansburg	0.86	17000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.553	18000	G
11 Roanoke St	From: [] To: [] Town of Christiansburg (Maint: 60)	1.15	16000	G	95%	0%	1%	1%	2%	0%	C	0.09	F	0.546	17000	G
11 460 Roanoke St	From: [] To: [] Town of Christiansburg (Maint: 60)	0.09	9600	N	95%	0%	1%	1%	2%	0%	N	0.112	N	0.643	11000	N
11 460 Roanoke St	From: [] To: [] Town of Christiansburg	2.01	9600	G	95%	0%	1%	1%	2%	0%	F	0.112	F	0.643	11000	G
11 460 Roanoke St	From: [] To: [] Montgomery County	5.11	8700	G	95%	0%	1%	3%	1%	0%	F	0.085	F	0.573	9000	G
11 460 Roanoke Rd	From: [] To: [] Montgomery County	3.21	7900	G	95%	0%	1%	3%	1%	0%	F	0.092	F	0.587	8100	G
11 460 Roanoke Rd	From: [] To: [] Montgomery County	2.43	8600	G	95%	0%	1%	3%	1%	0%	C	0.097	F	0.613	8900	G
North 81	From: [] To: [] Montgomery County	0.49	21000	F	70%	1%	1%	1%	26%	2%	F	0.075	F		21000	F
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	F	71%	1%	1%	1%	25%	2%	F	NA			42000	F
North 81	From: [] To: [] Montgomery County	3.81	22000	G	70%	1%	1%	1%	26%	2%	F	0.072	F		22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	G	71%	1%	1%	1%	25%	2%	F	0.071	F		42000	G
North 81	From: [] To: [] Montgomery County	5.12	21000	A	70%	1%	1%	1%	26%	2%	C	0.099	A		21000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			42000	A	71%	1%	1%	1%	25%	2%	C	0.096	A	0.525	42000	A
North 81	From: [] To: [] Montgomery County	0.08	22000	G	70%	1%	1%	1%	26%	2%	F	0.069	F		22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	71%	1%	1%	1%	25%	2%	F	NA			44000	G
North 81	From: [] To: [] Town of Christiansburg (Maint: 60)	3.90	22000	G	70%	1%	1%	1%	26%	2%	F	0.069	F		22000	G
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			44000	G	71%	1%	1%	1%	25%	2%	F	0.074	F	0.552	44000	G
North 81	From: [] To: [] Town of Christiansburg (Maint: 60)	0.77	24000	A	71%	1%	1%	1%	25%	2%	C	0.103	A		24000	A
Combined Traffic Estimates for 2 Parallel Roadways on this Route:			47000	A	72%	1%	1%	1%	24%	2%	C	NA			47000	A

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							2Axle	3+Axle	1Trail	2Trail						
North 81	From: NCL Christiansburg															
	Montgomery County	9.22	24000	A	71%	1%	1%	1%	25%	2%	C	0.103	A	24000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	72%	1%	1%	1%	24%	2%	C	0.097	A	0.512	47000	A
North 81	From: 60-603 Ironto															
	Montgomery County	2.22	25000	G	70%	1%	1%	1%	26%	2%	F	0.074	F	25000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	72%	1%	1%	1%	24%	2%	F	NA			49000	G
South 81	From: Pulaski County Line															
	Montgomery County	0.61	21000	F	72%	1%	1%	1%	24%	2%	F	0.075	F	21000	F	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	F	71%	1%	1%	1%	25%	2%	F	NA			42000	F
South 81	From: SR 232															
	Montgomery County	4.01	20000	G	72%	1%	1%	1%	24%	2%	F	0.077	F	20000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	G	71%	1%	1%	1%	25%	2%	F	0.071	F		42000	G
South 81	From: SR 177															
	Montgomery County	4.78	21000	A	72%	1%	1%	1%	24%	2%	C	0.102	A	21000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		42000	A	71%	1%	1%	1%	25%	2%	C	NA			42000	A
South 81	From: SR 8															
	Montgomery County	0.03	22000	G	72%	1%	1%	1%	24%	2%	F	0.085	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	G	71%	1%	1%	1%	25%	2%	F	NA			44000	G
South 81	From: SCL Christiansburg															
	Town of Christiansburg (Maint: 60)	4.27	22000	G	72%	1%	1%	1%	24%	2%	F	0.085	F	22000	G	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		44000	G	71%	1%	1%	1%	25%	2%	F	0.074	F	0.552	44000	G
South 81	From: US 11, US 460															
	Town of Christiansburg (Maint: 60)	0.34	23000	A	73%	1%	1%	1%	23%	2%	C	0.11	A	23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	72%	1%	1%	1%	24%	2%	C	NA			47000	A
South 81	From: NCL Christiansburg															
	Montgomery County	9.39	23000	A	73%	1%	1%	1%	23%	2%	C	0.11	A	23000	A	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		47000	A	72%	1%	1%	1%	24%	2%	C	0.097	A	0.512	47000	A
South 81	From: 60-603 Ironto															
	Montgomery County	2.06	24000	B	74%	1%	1%	1%	22%	2%	C	0.111	A	24000	B	
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		49000	G	72%	1%	1%	1%	24%	2%	F	NA			49000	G
111 Cambria Street	From: US 460															
	Town of Christiansburg	0.79	6500	G	95%	0%	1%	3%	1%	0%	C	0.099	F	0.541	7200	G
111 Cambria Street	From: Ellett Rd															
	Town of Christiansburg	0.39	6600	G								NA			7000	G
	To: Depot St															

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							2Axle	3+Axle	1Trail	2Trail						
412 Prices Fork Rd	Town of Blacksburg	0.28	17000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.56	19000	G
460	Montgomery County	3.46	12000	G	90%	1%	1%	1%	7%	1%	F	NA		12000	G	
460	Town of Blacksburg (Maint: 60)	0.40	12000	G	90%	1%	1%	1%	7%	1%	F	NA		12000	G	
460	Town of Blacksburg (Maint: 60)	3.30	13000	F	90%	1%	1%	1%	7%	1%	C	0.099	F	0.698	14000	F
460	Town of Blacksburg (Maint: 60)	2.97	32000	G	94%	0%	1%	1%	3%	0%	C	0.1	F	0.525	34000	G
460	Town of Blacksburg (Maint: 60)	0.72	32000	G	90%	1%	1%	1%	7%	1%	F	0.094	F	0.616	33000	G
460	Montgomery County	1.76	32000	G	90%	1%	1%	1%	7%	1%	F	0.094	F	0.616	33000	G
460	Montgomery County	0.95	32000	G	90%	1%	1%	1%	7%	1%	F	0.094	F	0.608	33000	G
460	Montgomery County	2.93	33000	G	94%	1%	1%	1%	4%	0%	C	0.103	F	0.623	34000	G
460 11	Town of Christiansburg (Maint: 60)	0.09	9600	N	95%	0%	1%	1%	2%	0%	N	0.112	N	0.643	11000	N
460 11	Town of Christiansburg	2.01	9600	G	95%	0%	1%	1%	2%	0%	F	0.112	F	0.643	11000	G
460 11	Montgomery County	5.11	8700	G	95%	0%	1%	3%	1%	0%	F	0.085	F	0.573	9000	G
460 11	Montgomery County	3.21	7900	G	95%	0%	1%	3%	1%	0%	F	0.092	F	0.587	8100	G
460 11	Montgomery County	2.43	8600	G	95%	0%	1%	3%	1%	0%	C	0.097	F	0.613	8900	G
Bus 460	Montgomery County	1.05	13000	G	90%	1%	1%	1%	7%	1%	F	0.087	F	0.505	14000	G
Bus 460	Town of Christiansburg (Maint: 60)	0.97	13000	N	90%	1%	1%	1%	7%	1%	N	0.087	N	0.505	14000	N
Bus 460 11	Town of Christiansburg	0.12	8100	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.513	8800	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460	From: SR 114 Peppers Ferry Rd Town of Christiansburg (Maint: 60)	0.66	24000	G	90%	1%	1%	1%	7%	1%	F	0.091	F	0.518	25000	G
Bus 460 11	To: US 460 From: E Main St Town of Christiansburg	0.11	12000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.507	13000	G
Bus 460 11	To: Craig St From: Town of Christiansburg	0.98	14000	G	98%	0%	1%	1%	1%	0%	F	0.092	F	0.550	15000	G
Bus 460	To: SR 111 Depot St From: US 460 Town of Christiansburg (Maint: 60)	0.18	16000	G	98%	0%	1%	0%	0%	0%	F	0.089	N	0.588	17000	G
Bus 460	To: WCL Christiansburg From: Town of Christiansburg (Maint: 60)	0.11	32000	G	98%	0%	1%	0%	0%	0%	F	0.089	F	0.588	35000	G
Bus 460	To: SR 111 Cambria St From: Town of Christiansburg	1.38	26000	G	98%	0%	1%	0%	0%	0%	C	0.090	F	0.542	28000	G
Bus 460 11	To: Depot St From: SR 111 Depot St Town of Christiansburg	0.86	17000	G	97%	0%	1%	1%	1%	0%	C	0.095	F	0.553	18000	G
Bus 460	To: US 460 From: Depot St Town of Christiansburg	0.28	10000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.507	12000	G
Bus 460	To: US 11 Main St From: Town of Christiansburg (Maint: 60)	1.01	4200	G	98%	0%	1%	1%	0%	0%	C	0.098	F	0.673	4600	G
Bus 460	To: Mount Tabor Rd From: Town of Blacksburg	0.87	7400	F	98%	0%	1%	0%	0%	0%	C	0.102	F	0.652	8100	F
Bus 460	To: Patrick Henry Dr From: Town of Blacksburg	0.44	12000	G	98%	0%	1%	0%	0%	0%	F	0.093	F	0.596	13000	G
Bus 460	To: Broce Dr From: Town of Blacksburg	0.26	14000	G	98%	0%	1%	0%	0%	0%	F	0.09	F	0.582	16000	G
Bus 460	To: Progress St From: Town of Blacksburg	0.17	17000	G	98%	1%	1%	0%	0%	0%	C	0.085	F	0.565	19000	G
Bus 460	To: Prices Fork Rd From: Town of Blacksburg	0.53	18000	G	98%	0%	1%	0%	0%	0%	C	0.083	F	0.572	19000	G
Bus 460	To: Roanoke St From: Town of Blacksburg	0.19	16000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.575	18000	G
Bus 460	To: Clay St From: Town of Blacksburg	0.53	18000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.516	20000	G
	To: Upland Rd															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 Main St	From: Upland Rd Town of Blacksburg	1.00	18000	G	98%	0%	1%	0%	0%	0%	F	0.088	F	0.522	19000	G
Bus 460 Main St	From: Ellet Rd Town of Blacksburg	1.33	19000	G	98%	0%	1%	0%	0%	0%	C	0.092	F	0.510	21000	G
	To: US 460, ECL Blacksburg															

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(F56)	0.46	NA					From: 60-605					NA		NA		
							To: Dead End									
(F57)	0.37	NA					From: SR 232					NA		NA		
							To: Dead End									
(F58)	0.57	NA					From: 60-665 WEST					NA		NA		
							To: 60-665 EAST									
(F59) Seven Mile Tree Rd	1.37	NA					From: 60-666 Mud Pike Rd					NA		NA		
							To: Dead End									
(F60) Flanagan Dr	0.76	NA					From: SCL Christiansburg					NA		NA		
							To: CL Christiansburg									
Town of Christiansburg																
(F60) Flanagan Dr	0.04	NA					From: CL Christiansburg					NA		NA		
							To: SR 8 Riner Rd									
(F62)	0.41	NA					From: Dead End					NA		NA		
							To: 60-640									
(F63) Brammer Lane	0.24	NA					From: Houchins Rd					NA		NA		
							To: Dead End									
Montgomery County																
(F617)	0.19	NA					From: Dead End					NA		NA		
							To: 60-723									
Town of Blacksburg																
(F618) Holiday Lane	0.03	NA					From: Dead End					NA		NA		
							To: CL Blacksburg									
(F618)	0.09	NA					From: US 460 HOLIDAY LANE					NA		NA		
							To: US 460 HOLIDAY LANE									
Town of Christiansburg																
(F856)	0.13	NA					From: Dead End					NA		NA		
							To: US 460 BUS RAILROAD ST									
Montgomery County																
(600) Piney Woods Rd	0.15	140	G	97%	0%	1%	1%	1%	0%	F	0.165	F	0.527	140	G	2005
							From: 60-787 Indian Valley Rd; Floyd County Line									
							To: 0.15 MN OF CL									
(600) Piney Woods Rd	2.26	140	G	97%	0%	1%	1%	1%	0%	F	0.117	F	0.514	140	G	2005
							From: 60-672 Big Branch Rd									
(600) Piney Woods Rd	2.49	320	G	97%	0%	1%	1%	1%	0%	F	0.096	F	0.523	330	G	2005
							From: 60-669 Fairview Church Rd									
(600) Piney Woods Rd	0.69	600	G	97%	0%	1%	1%	1%	0%	F	0.093	F	0.594	620	G	2005
							From: 60-693 S, Childress Rd									
							To: 60-693 N, Childress Rd									
(600) Tyler Rd	2.48	1900	G	97%	0%	1%	1%	1%	0%	C	0.102	F	0.861	1900	G	2005
							From: 60-627									
(600) Tyler Rd	0.20	6700	G	97%	0%	1%	1%	1%	0%	F	0.089	F	0.624	6900	G	2005
							From: SR 177 S; 60-658									
							To: SR 177 NORTH									
(600) North Mud Pike	0.60	2100	G	97%	0%	1%	1%	1%	0%	F	0.088	F	0.544	2100	G	2005
							From: 60-666; Fire Tower Rd									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(600) Fire Tower Rd	2.40	1000	R				From: 60-666 Mud Pike Rd To: US 11				NA			NA		01/12/2005
(601)	1.10	20	R				From: 60-602 To: 60-616 WEST				NA			NA		01/31/2005
(601)	0.20	180	R				From: 60-616 WEST To: 60-616 EAST				NA			NA		01/31/2005
(601)	2.60	60	R				From: 60-616 EAST To: 2.60 ME 60-616				NA			NA		01/31/2005
(601)	0.10	80	R				From: 2.60 ME 60-616 To: 60-617				NA			NA		01/31/2005
(602)	1.50	480	R				From: 60-617 To: SR 8				NA			NA		02/07/2005
(603)	1.48	1100	G	91%	1%	1%	6%	1%	0%	F	0.118	F	0.659	1200	G	2005
(603)	0.32	2500	G	91%	1%	1%	6%	1%	0%	F	0.106	F	0.643	2500	G	2005
(603)	0.93	1600	G	91%	1%	1%	6%	1%	0%	F	0.109	F	0.649	1700	G	2005
(603)	3.24	1000	G	91%	1%	1%	6%	1%	0%	F	0.107	F	0.504	1100	G	2005
(603)	4.04	950	G	91%	1%	1%	6%	1%	0%	C	0.124	F	0.603	990	G	2005
(603)	1.50	2500	G	98%	0%	1%	0%	1%	0%	C	0.094	F	0.622	2600	G	2005
(603)	0.15	1900	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.509	2000	G	2005
(603)	2.16	1200	G	98%	0%	1%	0%	1%	0%	F	0.096	F	0.543	1300	G	2005
(603)	1.62	460	R				From: US 11 & 460 SOUTH To: US 11 & 460 NORTH				NA			NA		12/13/2004
(604) Plum Creek Rd	1.85	200	R				From: US 11 WEST To: US 11 EAST				NA			NA		01/12/2004
(605)	0.90	2300	R				From: Pulaski County Line To: SCL Radford				NA			NA		01/25/2005
(606)	2.00	80	R				From: 60-673 To: 60-669				NA			NA		01/25/2005
(607)	0.05	50	R				From: 60-637 To: 0.05 MN 60-637				NA			NA		12/03/2001
(607)	0.95	48	R				From: 0.05 MN 60-637 To: Dead End				NA			NA		12/08/2004
(608)	0.09	10	R				From: 60-637 To: Dead End				NA			NA		12/08/2004

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(609)	1.79	90	R													01/31/2005
(609)	2.90	20	R													12/08/2004
(609)	1.31	70	R													12/08/2004
(609)	0.13	110	R													12/08/2004
(609)	0.08	110	R													12/08/2004
(609)	2.10	170	R													12/08/2004
(609)	1.20	10	R													12/08/2004
(609)	2.21	70	R													12/08/2004
(609)	0.09	610	R													12/12/2001
(610)	3.20	250	R													01/31/2005
(612)	0.70	2000	G	98%	0%	1%	1%	0%	0%	C	0.101	F	0.723	2100	G	2005
(612)	0.80	1800	G	98%	0%	1%	1%	0%	0%	F	0.104	F	0.77	1900	G	2005
(612)	1.40	1400	G	98%	0%	1%	1%	0%	0%	F	0.110	F	0.709	1400	G	2005
(613)	0.60	20	R													01/18/2005
(613)	0.90	150	R													01/18/2005
(613)	Grayson Road	0.94	470	G	99%	0%	1%	0%	0%	C	0.116	F	0.509	490	G	2005
(614)	0.40	30	R													01/31/2005
(615)	2.40	950	G	97%	0%	1%	1%	0%	0%	F	0.094	F	0.674	980	G	2005
(615)	1.75	3300	G	97%	0%	1%	1%	0%	0%	C	0.101	F	0.708	3400	G	2005
(615)	2.22	2900	G	98%	0%	1%	0%	1%	0%	F	0.107	F	0.743	3000	G	2005
(615)	2.25	3000	G	98%	0%	1%	0%	1%	0%	C	0.099	F	0.714	3100	G	2005
(616)	2.80	40	R													01/25/2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
616	2.60	410	R			From: SR 8 SOUTH					NA			NA		01/31/2005
						To: 60-601 WEST										
616	2.50	45	R			From: 60-601 EAST					NA			NA	01/31/2005	
						To: Floyd County Line; 60-617										
617	2.26	210	R			From: Floyd County Line					NA			NA	02/07/2005	
						To: Floyd County Line; 60-616										
617	0.20	150	R			From: Floyd County Line; 60-617					NA			NA	02/07/2005	
						To: Floyd County Line; 60-617										
617	2.56	47	R			From: Floyd County Line; 60-617					NA			NA	01/31/2005	
						To: 2.56 MN 31-617										
617	0.04	60	R			From: 60-601					NA			NA	01/31/2005	
						To: 60-601										
617	0.05	150	R			From: 0.05 ME 60-601					NA			NA	01/31/2005	
						To: 60-615										
617	0.85	180	R			From: 60-705					NA			NA	01/31/2005	
						To: Dead End										
619	1.80	50	R			From: Pulaski County Line					NA			NA	01/12/2005	
						To: 60-710										
620	1.50	100	R			From: 60-613					NA			NA	01/18/2005	
						To: US 460										
621	3.93	190	R			From: 3.93 MN US 460					NA			NA	01/05/2005	
						To: Craig County Line										
622	2.74	280	R			From: 60-603					NA			NA	12/12/2001	
						To: 60-713										
622	2.90	120	R			From: 60-629					NA			NA	12/12/2001	
						To: Roanoke County Line										
622	2.05	350	R			From: Dead End					NA			NA	12/12/2001	
						To: 60-652 WEST										
623	0.98	240	R			From: 60-652 EAST					NA			NA	01/10/2005	
						To: ECL Blacksburg										
624	1.83	1600	R			From: 60-1109					NA			NA	01/03/2005	
						To: Roanoke County Line										
624	8.45	600	R			From: 60-652 EAST					NA			NA	01/05/2005	
						To: 60-652 WEST										
625	1.93	530	R			From: 60-652 WEST					NA			NA	01/10/2005	
						To: Giles County Line										

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
626	0.20	360	R													12/12/2001
626	1.05	530	R													12/12/2001
627	0.40	45	R													01/25/2005
628	1.70	30	R													01/03/2005
628	1.20	30	R													01/03/2005
629	1.95	600	R													12/12/2001
630	1.60	40	R													01/03/2005
631	2.23	930	R													12/13/2004
631	0.13	1000	R													12/13/2004
632	0.50	40	R													12/13/2004
633	1.20	100	R													12/13/2004
633	0.70	1000	R													12/13/2004
634	0.25	30	R													12/08/2004
635	0.85	100	R													12/12/2001
636	1.19	240	R													12/17/2001
636	1.89	130	R													12/12/2001
636	2.70	200	R													12/12/2001
636	0.45	360	R													12/12/2001
637	0.12	270	G	94%	0%	1%	4%	1%	0%	F	0.103	F	0.606	280	G	2005
637	0.14	2400	G	94%	0%	1%	4%	1%	0%	F	0.088	F	0.673	2500	G	2005
637	1.82	1800	G	94%	0%	1%	4%	1%	0%	C	0.094	F	0.689	1900	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(637)	2.00	1800	G	94%	0%	From: 60-816				F	0.097	F	0.653	1800	G	2005
(637)	1.24	1200	G	94%	0%	To: 60-771 NORTH				F	0.108	F	0.626	1200	G	2005
(637)	0.74	820	G	94%	0%	From: 60-609 SOUTH				F	0.091	F	0.677	850	G	2005
(637)	2.09	610	R			To: 60-687								NA		12/08/2004
(637)	0.17	70	R			From: 60-607								NA		12/08/2004
(637)	0.83	60	R			To: 0.17 ME 60-607								NA		12/08/2004
(637)	0.90	60	R			From: Dead End; Gap Terminus								NA		01/31/2005
(638)	3.50	200	R			To: Roanoke County Line; 80-669								NA		
(638)						From: 60-639								NA		12/08/2004
(639)	1.20	630	R			To: 60-637								NA		12/08/2004
(639)	0.07	100	R			From: 60-772								NA		12/08/2004
(639)	1.33	90	R			To: 60-742								NA		12/08/2004
(639)	2.20	120	R			From: 0.07 MS 60-742								NA		12/08/2004
(640)	0.70	770	R			To: 60-675								NA		12/08/2004
(640)	1.40	50	R			From: 60-637								NA		01/05/2005
(640)	1.01	46	R			To: SCL Christiansburg								NA		01/05/2005
(641)	0.21	100	R			From: 60-1415								NA		12/08/2004
(641)	1.34	280	R			To: 1.40 MS 60-1415								NA		12/08/2004
(641)	4.17	920	R			From: Dead End								NA		12/17/2001
(642)	0.43	180	G	96%	0%	To: Dead End				C	0.116	F	0.524	190	G	2005
(642)	0.99	1400	G	89%	0%	From: US 460 NORTH				C	0.087	F	0.531	1400	G	2005
(642)	1.50	1600	G	89%	0%	To: US 460 SOUTH				F	0.097	F	0.557	1700	G	2005
(643)	0.95	210	R			From: 60-643								NA		01/08/2002
(643)	2.79	140	R			To: 60-603								NA		12/15/2004
						From: NCL Christiansburg								NA		
						To: 0.95 MN of NCL								NA		
						From: 60-642								NA		

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(643)	0.65	1300	R											NA		12/15/2004
(644)	0.10	440	R											NA		12/15/2004
(644)	0.23	330	R											NA		12/15/2004
(644)	0.32	120	R											NA		12/15/2004
(644)	0.30	70	R											NA		12/15/2004
(645)	0.18	48	R											NA		01/18/2005
(647)	0.50	130	R											NA		12/12/2001
(648)	2.11	1100	R											NA		01/03/2005
(649)	0.32	1400	R											NA		01/03/2005
(649)	1.25	550	R											NA		01/03/2005
(652)	3.85	1500	R											NA		01/10/2005
(652) McCoy Rd	0.44	1600	G	97%	0%	0%	2%	0%	0%	F	0.113	F	0.732	1700	G	2005
(652)	3.02	2300	G	97%	0%	0%	2%	0%	0%	C	0.108	F	0.679	2400	G	2005
(653)	0.26	340	R											NA		12/08/2004
(654)	1.50	520	R											NA		01/10/2005
(655)	2.12	260	G	98%	0%	1%	0%	0%	0%	F	0.130	F	0.55	270	G	2005
(655) Long Shop Rd/Mt. Zion	3.64	570	G	98%	0%	1%	0%	0%	0%	C	0.1	F	0.656	590	G	2005
(656)	0.13	40	R											NA		01/10/2005
(657)	0.74	3200	R											NA		01/05/2005
(657)	3.60	1400	R											NA		01/05/2005
(657)	1.10	260	R											NA		01/10/2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(658)	0.27	2800	G	97%	1%	From: SR 177; 60-600 To: 60-627				F	0.098	F	0.623	2900	G	2005
(658)	0.85	2800	G	97%	1%	From: 60-627 To: 60-677				F	0.095	F	0.63	2900	G	2005
(658)	2.04	2700	G	97%	1%	From: 60-677 To: 60-693				F	0.099	F	0.609	2800	G	2005
(658)	0.41	2600	G	97%	1%	From: 60-693 To: SR 8				C	0.101	F	0.599	2700	G	2005
(659) Vickers Switch Rd	1.98	900	R			From: SR 114 W. Peppers Ferry Blvd To: SR 114 E. Peppers Ferry Blvd								NA		01/12/2005
(660) Crab Mill Rd	1.70	120	R			From: 60-719 Switchback Rd To: 60-661 Chrisman Mill Rd; WCL Christiansburg								NA		01/12/2005
(661) Silver Lake Rd	0.98	300	R			From: SWCL Christiansburg To: 60-662; Chrisman Mill Rd								NA		01/18/2005
(661) Chrisman Mill Rd	0.10	130	R			From: 60-662 Silver Lake Rd To: 0.10 MN 60-662								NA		01/08/2002
(661) Chrisman Mill Rd	0.95	170	G	97%	1%	From: WCL Christiansburg; Gap To: 60-660 Crab Mill Rd; NCL Christiansburg; Gap				C	0.133	F	0.682	170	G	2005
(661) Chrisman Mill Rd	0.34	670	R			From: 60-760; Dominion Dr To: 60-760 Chrisman Mill Rd								NA		01/12/2005
(661) Dominion Dr	0.26	670	N			From: SR 114 Peppers Ferry Blvd To: WCL Christiansburg								NA		01/12/2005
(662)	0.70	240	R			From: WCL Christiansburg To: US 11 EAST								NA		01/12/2005
(662)	0.50	110	R			From: US 11 WEST To: 60-661								NA		01/18/2005
(663) Walton Dr	0.88	1700	G	98%	0%	From: US 11 To: 60-720				C	0.118	F	0.607	1800	G	2005
(663)	3.64	740	G	98%	0%	From: 60-720 Spaulding Dr To: SR 114 Peppers Ferry Blvd				F	0.13	F	0.527	760	G	2005
(664) Lovely Mount Dr	1.50	190	R			From: ECL Radford To: 60-787 W. Wintergreen Dr								NA		01/25/2005
(664) Lovely Mount Dr	1.15	910	R			From: 60-787 W. Wintergreen Dr To: SR 177								NA		01/25/2005
(665)	0.95	80	R			From: Dead End To: 60-787								NA		01/18/2005
(665)	0.44	360	R			From: 60-787 To: FR-58 WEST								NA		01/18/2005
(665)	0.41	280	R			From: FR-58 EAST To: Dead End								NA		01/18/2005
(666) Mud Pike Rd	0.36	1000	G	97%	1%	From: 60-600 To: FR-59 Seven Mile Tree Rd				F	0.097	F	0.569	1100	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(666) Mud Pike Rd	1.48	1000	G	97%	1%	From: FR-59 Seven Mile Tree Rd				F	0.095	F	0.527	1000	G	2005
(666) Mud Pike Rd	3.12	1500	G	97%	1%	From: 60-724 Gate Rd				C	0.1	F	0.560	1600	G	2005
						To: WCL Christiansburg										
(667)	0.93	110	R			From: Dead End					NA			NA		01/25/2005
(667)	0.06	110	R			From: 0.93 ME Dead End					NA			NA		01/25/2005
						To: 60-600										
(668) Pack Rd	0.70	30	R			From: 60-600 Piney Woods Rd					NA			NA		01/25/2005
						To: 60-669 Fairview Church Rd										
(669) Fairview Church Rd	3.60	930	G	96%	1%	From: 60-693				F	0.102	F	0.777	960	G	2005
(669) Fairview Church Rd	1.10	810	G	96%	1%	From: 60-670				F	0.105	F	0.733	840	G	2005
						To: SR 8										
(669) Union Valley Rd	0.04	1900	G	96%	1%	From: 60-671				F	0.1	F	0.626	1900	G	2005
(669) Union Valley Rd	4.20	930	G	96%	1%	From: 60-615				C	0.107	F	0.571	960	G	2005
						To: 60-669 Fairview Church Rd										
(670)	1.20	350	R			From: SR 8					NA			NA		01/18/2005
						To: SR 8										
(671)	0.46	150	R			From: 60-669 Union Valley Rd					NA			NA		01/31/2005
(671)	0.10	150	R			From: 60-704					NA			NA		01/31/2005
(671)	1.20	120	R			From: Dead End					NA			NA		01/31/2005
						To: Dead End										
(672)	0.35	6	R			From: 60-692					NA			NA		01/25/2005
(672)	0.70	90	R			From: 60-673					NA			NA		01/25/2005
(672)	2.20	200	R			From: 60-600					NA			NA		12/17/2001
						To: 60-672										
(673)	2.50	330	R			From: SR 8					NA			NA		01/25/2005
						To: Dead End										
(674)	2.35	130	R			From: 60-675 NORTH					NA			NA		02/07/2005
(674)	2.40	180	R			From: 2.40 MN 60-675					NA			NA		02/07/2005
(674)	0.80	410	R			From: 60-676					NA			NA		02/07/2005
(674)	0.70	600	R			From: 60-615					NA			NA		02/07/2005
						To: SR 8										
(675)	3.20	1000	R			From: 60-615 SOUTH					NA			NA		01/31/2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(675)	4.40	40	R											NA		02/07/2005
(675)	1.20	10	R											NA		02/07/2005
(675)	0.70	50	R											NA		12/08/2004
(676)	0.90	90	R											NA		02/07/2005
(677)	0.50	20	R											NA		01/25/2005
(678) Gov Barbour St	0.80	20	R											NA		01/31/2005
(679)	1.80	230	R											NA		02/07/2005
(681)	1.60	980	R											NA		12/15/2004
(682)	0.45	200	R											NA		12/12/2001
(683)	0.64	10	R											NA		01/03/2005
(683)	0.66	90	R											NA		01/03/2005
(684)	0.60	120	R											NA		01/10/2005
(685) Prices Fork Rd	2.04	5800	G	98%	0%	1%	1%	0%	0%	F	0.100	F	0.544	6100	G	2005
(685) Prices Fork Rd	1.20	6000	G	98%	0%	1%	1%	0%	0%	F	0.101	F	0.53	6200	G	2005
(685)	0.10	6600	G	98%	0%	1%	1%	0%	0%	F	0.097	F	0.544	6800	G	2005
(685) Prices Fork Rd	0.30	8200	G	98%	0%	1%	1%	0%	0%	F	0.098	F	0.594	8500	G	2005
(685) Prices Fork Rd	1.38	9400	G	98%	0%	1%	1%	0%	0%	C	0.1	F	0.63	9700	G	2005
(686)	0.35	20	R											NA		01/03/2005
(687)	0.05	60	R											NA		12/08/2004
(687)	1.25	60	R											NA		12/08/2004

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(688)	0.94	3900	G	98%	0%	1%	0%	1%	0%	C	0.095	F	0.578	4000	G	2005
(689)	0.11	50	R								NA		NA			01/03/2005
(690)	1.00	330	R								NA		NA			12/08/2004
(691)	0.87	50	R								NA		NA			01/25/2005
(692)	0.80	30	R								NA		NA			01/25/2005
(693)	Grayson Rd	0.19	1800	G	98%	1%	0%	0%	0%	F	0.101	F	0.754	1800	G	2005
(693)	Grayson Rd	1.60	2300	G	98%	1%	0%	0%	0%	F	0.097	F	0.756	2400	G	2005
(693)	Childress Rd	1.60	2700	G	98%	1%	0%	0%	0%	F	0.097	N	0.756	2700	G	2005
(693)	Childress Rd	0.14	3800	G	98%	1%	0%	0%	0%	F	0.117	F	0.503	4000	G	2005
(693)	Childress Rd	3.65	1300	G	98%	1%	0%	0%	0%	C	0.096	F	0.727	1400	G	2005
(694)		0.06	960	R							NA		NA			01/03/2005
(694)		0.66	740	R							NA		NA			01/03/2005
(695)		3.00	80	R							NA		NA			01/25/2005
(696)		1.00	210	R							NA		NA			01/10/2005
(696)		0.50	0	R							NA		NA			01/10/2005
(697)		0.20	60	R							NA		NA			12/15/2004
(699)		0.30	20	R							NA		NA			12/15/2004
(701)		0.25	250	R							NA		NA			01/05/2005
(703)		0.30	30	R							NA		NA			12/15/2004
(704)		0.10	190	R							NA		NA			01/31/2004

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(705)	1.59	120	R				From: SR 114 Peppers Ferry Blvd							NA	NA	01/12/2005
(705)	0.10	150	R				To: 60-619							NA	NA	01/12/2005
(705)	0.26	150	R				From: 0.10 MN 60-619							NA	NA	01/12/2005
(705)							To: 60-685 Prices Fork Rd									
(706)	0.30	40	R				From: Dead End							NA	NA	12/13/2004
(706)	1.00	100	R				To: 0.30 MN Dead End							NA	NA	12/13/2004
(706)							To: US 11; US 460									
(707)	1.00	70	R				From: Dead End							NA	NA	01/25/2004
(707)							To: SR 8									
(708)	1.14	50	R				From: 60-625							NA	NA	01/10/2005
(708)	2.26	130	R				To: 1.14 ME 60-625							NA	NA	01/10/2005
(708)	1.30	30	R				From: 60-781							NA	NA	01/10/2005
(708)							To: Dead End									
(709)	0.10	60	R				From: 60-808							NA	NA	01/05/2005
(709)							To: Dead End									
(710)	1.50	70	R				From: Dead End							NA	NA	01/18/2005
(710)							To: 60-620									
(711)	0.40	80	R				From: 60-669 Union Valley Rd							NA	NA	01/31/2005
(711)							To: Cul-de-Sac									
(712)	2.10	60	R				From: 60-723 Lusters Gate Rd							NA	NA	12/15/2004
(712)							To: Dead End									
(713)	0.90	610	R				From: 60-622							NA	NA	12/12/2001
(713)							To: 60-603									
(714)	0.20	6	R				From: 60-622							NA	NA	01/03/2005
(714)							To: Dead End									
(715)	0.06	150	R				From: ECL Blacksburg							NA	NA	01/03/2005
(715)	0.16	70	R				To: 60-1111							NA	NA	01/03/2005
(715)							To: Cul-de-Sac									
(716)	1.63	70	R				From: Dead End							NA	NA	01/25/2005
(716)	0.02	100	R				To: SR 8							NA	NA	01/25/2005
(716)	0.40	30	R				From: End Loop							NA	NA	01/25/2005
(716)							To: Dead End									
(717)	1.00	80	R				From: 60-610							NA	NA	01/31/2005
(717)							To: Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(718)	1.90	860	R								NA			NA		01/10/2005
(719) Switchback Rd	1.83	850	R								NA			NA		01/12/2005
(720) Spaulding Rd	0.65	960	R								NA			NA		01/12/2005
(720) Spaulding Rd	2.29	46	R								NA			NA		01/12/2005
(720) Barringer Mountain Rd	0.26	130	R								NA			NA		01/12/2005
(720) Barringer Mountain Rd	0.45	80	R								NA			NA		01/12/2005
(721)	0.38	60	R								NA			NA		01/10/2005
(721)	0.04	60	R								NA			NA		01/10/2005
(722)	0.90	20	R								NA			NA		12/08/2004
(723) Ellett Rd	0.19	1500	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.563	1600	G	2005
(723) Ellett Rd	3.49	910	G	98%	0%	1%	0%	0%	0%	C	0.099	F	0.51	940	G	2005
(723) Ellett Rd	0.10	2900	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.649	3000	G	2005
(723) Lusters Gate Rd	0.88	1800	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.610	1900	G	2005
(723) Lusters Gate Rd	0.51	1600	G	98%	0%	1%	0%	0%	0%	F	0.096	F	0.591	1700	G	2005
(723) Lusters Gate Rd	1.52	1500	G	98%	0%	1%	0%	0%	0%	F	0.104	F	0.610	1600	G	2005
(723) Lusters Gate Rd	0.98	1600	G	98%	0%	1%	0%	0%	0%	F	0.105	F	0.588	1600	G	2005
(724) Gate Rd	1.60	60	R								NA			NA		01/12/2005
(725)	1.20	40	R								NA			NA		01/10/2005
(726)	1.90	30	R								NA			NA		01/31/2005
(727)	0.17	60	R								NA			NA		01/03/2005
(728)	0.70	50	R								NA			NA		01/31/2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
729	0.50	220	R			From: 60-612										01/31/2005
729	0.50	220	R			To: 0.50 MN 60-612										01/31/2005
						To: Dead End										
730	0.25	100	R			From: 60-624										01/03/2005
						To: Dead End										
731	0.08	120	R			From: NCL Christiansburg										1998
						To: NCL Christiansburg										
732	0.07	40	R			From: 60-631										12/13/2004
						To: 60-754										
733	0.60	230	R			From: Dead End										01/05/2005
						To: 60-657										
734	0.20	70	R			From: 60-785										01/03/2005
						To: Dead End										
735	0.38	50	R			From: 60-652 McCoy Rd										01/10/2005
						To: 60-652 McCoy Rd										
736	0.14	1300	R			From: 60-652 McCoy Rd										01/10/2005
						To: 60-685 Prices Fork Rd										
737	0.15	60	R			From: Dead End										01/10/2005
						To: 0.15 MN Dead End										
737	0.23	280	R			From: 60-1279										01/10/2005
						To: 60-685 Prices Fork Rd										
738	0.23	590	R			From: 60-763										01/12/2005
						To: 60-739										
738	0.05	1100	R			From: US 11										01/12/2005
						To: Dead End										
739	0.20	320	R			From: 60-738										01/12/2005
						To: 60-626										
740	0.27	90	R			From: 60-626										12/12/2001
						To: 60-631										
741	0.90	90	R			From: Dead End										12/13/2004
						To: Dead End										
742	0.20	50	R			From: Dead End										12/08/2004
						To: 0.20 ME Dead End										
742	0.40	50	R			From: 0.60 ME Dead End										12/08/2004
						To: 60-639										
742	0.02	48	R			From: 60-639										12/03/2001
						To: 60-639										

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(743)	0.20	10	R								NA			NA		12/08/2004
(743)	0.01	10	R								NA			NA		12/08/2004
(744)	0.70	80	R								NA			NA		01/10/2004
(745)	0.50	1000	R								NA			NA		12/12/2001
(745)	0.04	260	R								NA			NA		12/12/2001
(746)	0.11	90	R								NA			NA		01/10/2005
(747)	0.25	30	R								NA			NA		01/10/2005
(748)	0.05	250	R								NA			NA		12/12/2001
(749)	0.15	20	R								NA			NA		01/03/2005
(750)	0.25	60	R								NA			NA		01/12/2005
(751)	0.07	120	R								NA			NA		01/12/2005
(752)	0.25	90	R								NA			NA		12/15/2004
(753)	0.81	460	G	98%	1%	1%	0%	0%	0%	F	0.111	F	0.518	480	G	2005
(753)	0.75	360	G	98%	1%	1%	0%	0%	0%	C	0.103	F	0.541	380	G	2005
(754)	0.50	430	R								NA			NA		12/13/2004
(755)	0.10	20	R								NA			NA		12/08/2004
(756)	0.15	70	R								NA			NA		12/12/2001
(757)	0.58	80	R								NA			NA		12/08/2004
(758)	0.25	30	R								NA			NA		01/03/2005

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(760)	0.31	230	R								NA		NA			01/12/2005	
(761)	0.27	60	R								NA		NA			01/18/2005	
(762)	0.09	430	R								NA		NA			01/12/2005	
(762)	0.17	130	R								NA		NA			01/12/2005	
(763)	0.16	180	R								NA		NA			01/12/2005	
(763)	0.25	280	R								NA		NA			01/12/2005	
(764)	0.04	20	R								NA		NA			01/12/2005	
(765)	0.39	90	R								NA		NA			01/18/2005	
(766)	0.17	900	R								NA		NA			01/05/2005	
(766)	Warmhearth Dr	0.33	1300	R							NA		NA			01/05/2005	
(767)	Gearhart Rd	0.15	120	R							NA		NA			01/05/2005	
(768)		0.43	70	R							NA		NA			01/10/2005	
(769)		0.25	10	R							NA		NA			01/10/2005	
(770)		0.45	70	R							NA		NA			01/05/2005	
(771)		0.20	20	R							NA		NA			01/05/2005	
(772)		0.30	40	R							NA		NA			12/08/2004	
(773)		0.06	300	R							NA		NA			12/12/2001	
(774)	Price Station Rd	1.25	170	G	99%	0%	1%	0%	0%	0%	C	0.185	F	0.879	170	G	2005
(775)		0.21	720	R							NA		NA			01/05/2005	

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(776)	0.20	120	R													12/15/2004	
(777)	1.58	150	R													01/05/2005	
(778)	0.23	30	R													01/03/2005	
(779)	0.40	60	R													01/10/2005	
(780)	0.10	20	R													12/08/2004	
(781)	2.04	360	R													01/10/2005	
(782)	0.60	30	R													12/08/2004	
(783)	0.20	210	R													01/08/2002	
(784)	0.42	70	R													12/10/2001	
(785)	1.01	1900	G	99%	0%	1%	0%	0%	0%	C	0.092	F	0.621	1900	G	2005	
(785)	1.39	1600	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.612	1600	G	2005	
(785)	4.07	510	G	99%	0%	1%	0%	0%	0%	F	0.109	F	0.603	530	G	2005	
(785)	4.00	330	G	99%	0%	1%	0%	0%	0%	F	0.114	F	0.644	350	G	2005	
(786)	0.64	110	R													01/10/2005	
(787)	Indian Valley Rd	4.89	970	G	98%	0%	1%	1%	1%	0%	C	0.102	F	0.821	1000	G	2005
(787)	Dry Valley Rd	4.81	770	R												01/18/2005	
(787)	Wintergreen Dr	1.70	220	R												01/25/2005	
(788)		0.07	20	R												01/18/2005	
(788)		0.08	60	R												01/18/2005	
(789)		0.15	20	R												01/18/2005	

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
790	0.30	40	R								NA		NA			12/08/2004
792	0.20	190	R								NA		NA			01/18/2005
793	0.25	30	R								NA		NA			01/31/2005
794	0.20	90	R								NA		NA			01/18/2005
795	0.07	80	R								NA		NA			12/17/2001
795	0.08	5	R								NA		NA			12/17/2001
796	0.09	40	R								NA		NA			12/15/2004
798	0.40	210	R								NA		NA			01/18/2005
799	0.03	20	R								NA		NA			01/12/2005
799	0.06	100	R								NA		NA			01/12/2005
800	0.20	130	R								NA		NA			01/12/2005
802	0.35	50	R								NA		NA			01/05/2005
803	0.07	30	R								NA		NA			01/05/2005
804	0.20	30	R								NA		NA			01/03/2005
805	0.83	110	R								NA		NA			01/05/2005
805	0.16	280	R								NA		NA			01/05/2005
806	1.20	260	R								NA		NA			01/05/2005
806	0.38	290	R								NA		NA			01/05/2005
806	0.40	240	R								NA		NA			01/05/2005
807	0.19	30	R								NA		NA			01/05/2005

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(808)	0.85	1500	R			From: 60-657					NA		NA			01/05/2005
						To: WCL Blacksburg										
(809)	0.20	500	R			From: NCL Blacksburg					NA		NA			01/05/2005
						To: Dead End										
(810)	0.70	610	R			From: 60-649					NA		NA			01/05/2005
						To: 60-803										
(810)	0.76	510	R			From: 60-805					NA		NA			01/05/2005
						To: 60-805										
(811)	0.36	510	R			From: ECL Christiansburg					NA		NA			01/08/2002
						To: Dead End										
(812)	0.20	50	R			From: SR 114 Peppers Ferry Blvd					NA		NA			01/12/2005
						To: Dead End										
(813)	0.14	350	R			From: US 11; US 460					NA		NA			12/03/2001
						To: Roanoke County Line										
(814)	0.20	20	R			From: Dead End					NA		NA			01/10/2005
						To: 60-625										
(815)	1.60	370	R			From: ECL Blacksburg					NA		NA			01/03/2005
						To: 60-785										
(816)	0.30	120	R			From: Dead End					NA		NA			12/03/2001
						To: 60-637										
(817)	0.35	120	R			From: 60-637					NA		NA			12/08/2004
						To: Dead End										
(818)	1.11	230	R			From: 60-649					NA		NA			01/05/2005
						To: 60-1057										
(818)	0.45	NA				From: Cul-de-Sac					NA		NA			
						To: 60-830										
(818)	0.70	70	R			From: 60-806					NA		NA			01/05/2005
						To: 60-806										
(818)	0.28	180	R			From: 60-641					NA		NA			01/05/2005
						To: 60-641										
(819)	0.21	0	R			From: Dead End					NA		NA			12/13/2004
						To: Dead End										
(820)	0.23	20	R			From: Dead End					NA		NA			12/13/2004
						To: 60-636										
(821)	1.75	250	R			From: 60-636					NA		NA			12/12/2001
						To: 60-603										
(822) Ryan Rd	0.97	50	R			From: 60-753 Old Town Rd					NA		NA			12/15/2004
						To: Dead End										
(823)	0.30	45	R			From: US 11; US 460					NA		NA			12/08/2004
						To: Dead End										

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
824	2.11	350	R										NA	NA		01/05/2005
825	0.02	10	R										NA	NA		01/10/2005
825	0.20	40	R										NA	NA		01/10/2005
826	0.15	40	R										NA	NA		12/15/2004
827	0.40	48	R										NA	NA		01/05/2005
828	0.55	190	R										NA	NA		01/12/2005
829	0.06	10	R										NA	NA		01/15/2002
830	0.82	100	R										NA	NA		01/05/2005
831	0.07	6	R										NA	NA		01/15/2002
832	0.08	20	R										NA	NA		01/15/2002
833	0.40	960	R										NA	NA		12/13/2004
834	0.25	530	R										NA	NA		12/13/2004
837	0.10	NA											NA	NA		
840	0.11	30	R										NA	NA		1998
848	0.18	NA											NA	NA		
849	0.05	NA											NA	NA		
1001	0.04	130	R										NA	NA		12/12/2002
1001	0.02	230	R										NA	NA		12/12/2001
1002	0.10	280	R										NA	NA		12/12/2001

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
1003	0.08	40	R				From: US 11; US 460				NA			NA		12/12/2001
							To: 60-753									
1004	0.09	80	R				From: US 11; US 460				NA			NA		12/12/2001
							To: 60-753									
1005	0.10	310	R				From: US 11; US 460				NA			NA		12/12/2001
							To: 60-753									
1006	0.09	110	R				From: US 11; US 460				NA			NA		1998
							To: 60-1007									
1006	0.07	50	R				From: 60-1007				NA			NA		1998
							To: 60-1008									
1007	0.07	30	R				From: 60-1006				NA			NA		1998
							To: Cul-de-Sac									
1008	0.05	20	R				From: 60-1006				NA			NA		1998
							To: Cul-de-Sac									
1009	0.12	40	R				From: 60-753				NA			NA		12/12/2001
							To: Cul-de-Sac									
1010	0.10	50	R				From: 60-753				NA			NA		12/12/2001
							To: Dead End									
1015	0.30	60	R				From: Dead End				NA			NA		1998
							To: 60-648									
1016	0.23	80	R				From: Cul-de-Sac				NA			NA		1998
							To: 60-648									
1030	0.25	48	R				From: Cul-de-Sac				NA			NA		12/17/2001
							To: FR-60									
1032	0.10	NA					From: Cul-de-Sac				NA			NA		
							To: C7US-00460(B)/									
1033	0.51	10	R				From: 60-1034				NA			NA		01/10/2002
							To: Cul-de-Sac									
1034	0.25	40	R				From: 60-785				NA			NA		01/10/2002
							To: Cul-de-Sac									
1035	1.22	170	R				From: Cul-de-Sac				NA			NA		1998
							To: 60-785									
1036	0.21	100	R				From: 60-785				NA			NA		01/03/2005
							To: Cul-de-Sac									
1040	0.30	50	R				From: 60-637				NA			NA		1998
							To: Cul-de-Sac									
1043	0.14	30	R				From: 60-833				NA			NA		12/13/2004
							To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
1045	0.13	100	R				From: 60-1047					NA		NA		1998
1045	0.08	150	R				From: 60-1046					NA		NA		1998
							To: 60-690									
1046	0.04	70	R				From: 60-1045					NA		NA		1998
							To: Cul-de-Sac									
1047	0.25	80	R				From: 60-1045					NA		NA		1998
							To: Cul-de-Sac									
1050	0.32	50	R				From: ECL Christiansburg					NA		NA		12/17/2001
							To: Dead End									
1052	1.10	70	R				From: 60-603					NA		NA		12/12/2001
							To: Dead End									
1053	0.34	110	R				From: Dead End					NA		NA		12/03/2001
							To: US 11									
1055	0.34	30	R				From: 60-1056					NA		NA		01/10/2002
							To: 60-806									
1056	0.60	70	R				From: 60-810					NA		NA		01/10/2002
							To: 60-1055									
1057	0.20	NA					From: 60-818					NA		NA		
							To: 60-1058									
1058	0.26	NA					From: Cul-de-Sac					NA		NA		
							To: Cul-de-Sac									
1060	0.56	90	R				From: Cul-de-Sac					NA		NA		12/10/2001
							To: 60-718									
1061	0.26	20	R				From: Cul-de-Sac					NA		NA		12/10/2001
							To: 60-718									
1062	0.05	NA					From: APPROXIMATE LOCATION					NA		NA		
							To: 60-01063(B)/									
1063	0.61	NA					From: 60-01065(B)/					NA		NA		
							To: Cul-de-Sac									
1064	0.05	NA					From: 60-01063(B)/					NA		NA		
							To: Cul-de-Sac									
1065	0.15	NA					From: APPROXIMATE LOCATION					NA		NA		
							To: 60-01066(R)/									
1066	0.11	NA					From: 60-01065(R)/					NA		NA		
							To: Cul-de-Sac									
1070	0.12	210	R				From: 60-603					NA		NA		12/12/2001
							To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1071)	0.42	NA					From: Cul-de-Sac					NA		NA		
							To: 60-0077(B)/									
(1072)	0.12	NA					From: 60-01071(B)/					NA		NA		
							To: Cul-de-Sac									
(1073)	0.16	NA					From: 60-01071(B)/					NA		NA		
							To: Cul-de-Sac									
(1080)	0.47	80					From: Cul-de-Sac					NA		NA		1998
							To: 60-669 Fairview Church Rd									
(1081)	0.18	20					From: Cul-de-Sac					NA		NA		1998
							To: 60-1080									
(1085)	0.13	30					From: Cul-de-Sac					NA		NA		01/25/2005
							To: 60-669 Fairview Church Rd									
(1090)	0.40	70					From: 60-693					NA		NA		01/08/2002
							To: Cul-de-Sac									
(1091)	0.43	40					From: Cul-de-Sac					NA		NA		01/31/2005
							To: 60-669 Union Valley Rd									
(1092)	0.17	10					From: 60-1091					NA		NA		01/31/2005
							To: Cul-de-Sac									
(1095)	0.29	70					From: SR 8					NA		NA		1998
							To: Cul-de-Sac									
(1097)	0.73	210					From: SR 8					NA		NA		12/05/2001
							To: Cul-de-Sac									
(1101)	0.10	260					From: 60-1103					NA		NA		1998
							To: 60-1102									
(1101)	0.16	410					From: 60-1102					NA		NA		1998
							To: 60-648									
(1102)	0.40	70					From: 60-1101					NA		NA		1998
							To: Cul-de-Sac									
(1103)	0.12	10					From: Cul-de-Sac					NA		NA		1998
							To: 60-1105									
(1103)	1.41	120					From: 60-1105					NA		NA		1998
							To: 60-1101									
(1103)	0.26	120					From: 60-1101					NA		NA		1998
							To: 60-1104									
(1103)	0.29	60					From: 60-1104					NA		NA		1998
							To: Dead End									
(1104)	0.19	40					From: Cul-de-Sac					NA		NA		1998
							To: 60-1103									
(1105)	0.07	20					From: 60-1103					NA		NA		1998
							To: Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1106)	0.13	50	R											NA		01/03/2005
(1107)	0.41	130	R											NA		1998
(1108)	0.04	20	R											NA		1998
(1109)	0.14	40	R											NA		1998
(1110)	0.32	20	R											NA		01/10/2002
(1111)	0.07	140	R											NA		1998
(1111)	0.12	120	R											NA		1998
(1112)	0.07	200	R											NA		1998
(1113)	0.07	20	R											NA		1998
(1113)	0.08	80	R											NA		1998
(1114)	0.07	30	R											NA		1998
(1120)	0.41	NA												NA		
(1121)	0.64	NA												NA		
(1140)	0.13	0	R											NA		01/15/2002
(1140)	0.12	60	R											NA		1998
(1141)	0.05	20	R											NA		1998
(1142)	0.11	40	R											NA		01/10/2005
(1201)	0.26	480	R											NA		1998
(1201)	0.08	350	R											NA		1998
(1201)	0.10	330	R											NA		1998

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1202)	0.18	80	R								NA		NA			1998
(1203)	0.16	70	R								NA		NA			1998
(1211)	0.34	100	R								NA		NA			1998
(1212) Spring House Rd	0.20	60	R								NA		NA			1998
(1213)	0.17	90	R								NA		NA			1998
(1217)	0.10	410	R								NA		NA			1998
(1218)	0.25	10	R								NA		NA			01/05/2005
(1219)	0.22	70	R								NA		NA			01/08/2002
(1223)	0.41	140	R								NA		NA			1998
(1224)	0.04	30	R								NA		NA			1998
(1225) Putter Lane	0.05	20	R								NA		NA			1998
(1226)	0.19	40	R								NA		NA			1986
(1227)	0.14	40	R								NA		NA			01/03/2005
(1228)	0.08	10	R								NA		NA			01/03/2005
(1234)	0.05	30	R								NA		NA			1998
(1235)	0.40	280	R								NA		NA			1998
(1235)	0.07	400	R								NA		NA			1998
(1236)	0.05	20	R								NA		NA			1998
(1237)	0.04	400	R								NA		NA			01/10/2002

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
1237	0.16	90	R				60-694				NA			NA		01/03/2005
							Cul-de-Sac									
1238	0.47	30	R				60-1239				NA			NA		1998
							60-1234									
1238	0.02	90	R				60-1234				NA			NA		01/10/2002
							Dead End									
1239	0.08	50	R				60-1235				NA			NA		01/10/2002
							60-1238									
1239	0.13	30	R				60-1238				NA			NA		01/10/2002
							Cul-de-Sac									
1240	0.09	90	R				60-666				NA			NA		1998
							60-1241									
1241	0.14	80	R				60-1240				NA			NA		1998
							Cul-de-Sac									
1242	0.45	70	R				60-666				NA			NA		01/08/2002
							Cul-de-Sac									
1243	0.46	NA					Cul-de-Sac				NA			NA		
							60-1242									
1243	0.28	40	R				60-1242				NA			NA		01/08/2002
							60-666									
1244	0.10	30	R				60-1242				NA			NA		01/08/2002
							Cul-de-Sac									
1245	0.08	240	R				60-666 WEST				NA			NA		1998
							60-1247									
1245	0.14	100	R				60-1247				NA			NA		1998
							Pipefloyd St									
1245	0.29	150	R				60-1247				NA			NA		1998
							Dial St									
1245	0.03	160	R				60-1247				NA			NA		1998
							60-1246									
1245	0.08	240	R				60-1246				NA			NA		1998
							60-666 EAST									
1246	0.13	110	R				Cul-de-Sac				NA			NA		1998
							60-1245									
1247	0.08	60	R				60-1245				NA			NA		1998
							Cul-de-Sac									
1248	0.07	20	R				Cul-de-Sac				NA			NA		01/10/2002
							60-1239									
1249	0.09	NA					Cul-de-Sac				NA			NA		
							60-01243(B)/									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1250)	0.04	670	R			From: 60-723 Lusters Gate Rd					NA			NA		1998
(1250)	0.07	590	R			From: 60-1253 WEST					NA			NA		1998
(1250)	0.27	560	R			From: 60-1253 EAST					NA			NA		1998
(1251)	0.55	300	R			To: 60-1251					NA			NA		1998
(1251)						To: 60-1259					NA			NA		
(1252)	0.17	90	R			From: Cul-de-Sac					NA			NA		1998
(1252)	1.15	NA				To: 60-1251					NA			NA		
(1252)						From: 60-01251(B)/					NA			NA		
(1252)						To: 60-00723(B)/					NA			NA		
(1253)	0.65	90	R			From: 60-1250 WEST					NA			NA		1998
(1253)						To: 60-1250 EAST					NA			NA		
(1254)	0.44	110	R			From: 60-723 Lusters Gate Rd					NA			NA		01/10/2002
(1254)						To: Cul-de-Sac					NA			NA		
(1255)	0.40	280	R			From: 60-681					NA			NA		1998
(1255)	0.25	450	R			To: 60-1258					NA			NA		1998
(1255)	0.84	230	R			From: 60-1256					NA			NA		1998
(1255)						To: 60-723 Lusters Gate Rd					NA			NA		
(1256)	0.19	30	R			From: Cul-de-Sac					NA			NA		1998
(1256)	0.48	160	R			To: 60-1257					NA			NA		1998
(1256)						To: 60-1255					NA			NA		
(1257)	0.34	50	R			From: 60-1256					NA			NA		1998
(1257)						To: Cul-de-Sac					NA			NA		
(1258)	0.18	20	R			From: 60-1255					NA			NA		1998
(1258)						To: Cul-de-Sac					NA			NA		
(1259)	0.14	110	R			From: Dead End					NA			NA		12/15/2004
(1259)	0.35	80	R			To: 60-1251					NA			NA		01/10/2002
(1259)						To: Cul-de-Sac					NA			NA		
(1260)	0.28	190	R			From: 60-723 S, Lusters Gate Rd					NA			NA		1998
(1260)	0.82	60	R			To: 60-1263					NA			NA		1998
(1260)	0.50	80	R			To: 60-1262					NA			NA		1998
(1260)	0.10	140	R			To: 60-1261					NA			NA		1998
(1260)						To: 60-723 N, Lusters Gate Rd					NA			NA		

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1261)	0.27	30	R								NA			NA		1998
(1262)	0.08	20	R								NA			NA		1998
(1263)	0.30	20	R								NA			NA		1998
(1264)	0.25	30	R								NA			NA		1998
(1265)	0.19	30	R								NA			NA		12/15/2004
(1266)	0.23	NA									NA			NA		
(1275)	0.35	50	R								NA			NA		1998
(1275)	0.06	80	R								NA			NA		1998
(1275)	0.09	50	R								NA			NA		1998
(1275)	0.06	40	R								NA			NA		1998
(1276)	0.06	780	R								NA			NA		1998
(1276)	0.12	540	R								NA			NA		1998
(1276)	0.04	350	R								NA			NA		1998
(1276)	0.03	40	R								NA			NA		1998
(1277)	0.10	100	R								NA			NA		1998
(1277)	0.07	20	R								NA			NA		1998
(1278)	0.06	30	R								NA			NA		1998
(1279)	0.20	340	R								NA			NA		1998
(1279)	0.06	140	R								NA			NA		1998
(1279)	0.35	46	R								NA			NA		1998
(1280)	0.19	70	R								NA			NA		12/10/2001

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1283)	0.04	48	R			From: 60-1238					NA		NA			01/10/2002
						To: 60-1284										
(1284)	0.25	6	R			From: Cul-de-Sac					NA		NA			01/10/2002
						To: 60-1283										
(1285)	0.12	40	R			From: Cul-de-Sac					NA		NA			01/10/2002
						To: 60-1284										
(1286)	0.30	170	R			From: Cul-de-Sac					NA		NA			1998
						To: 60-1287										
(1286)	0.14	400	R			From: SR 114 Peppers Ferry Blvd					NA		NA			1998
						To: Dead End										
(1287)	0.21	120	R			From: Dead End					NA		NA			1998
						To: 60-1288										
(1287)	0.08	150	R			From: 60-1288					NA		NA			1998
						To: 60-1286										
(1288)	0.09	20	R			From: Cul-de-Sac					NA		NA			1998
						To: 60-1287										
(1292) Easy St	0.28	100	R			From: 60-1293 Height St					NA		NA			1998
						To: 60-659 Vickers Switch Rd										
(1293) Height St	0.10	40	R			From: Dead End					NA		NA			1998
						To: 60-1292 Easy St										
(1294)	0.25	20	R			From: Cul-de-Sac					NA		NA			12/05/2001
						To: 60-1296; 60-1297										
(1295)	0.31	410	R			From: 60-1296					NA		NA			1998
						To: SR 8										
(1296)	0.10	60	R			From: 60-1297; 60-1294					NA		NA			1986
						To: 60-1295										
(1296)	0.07	60	R			From: 60-1295					NA		NA			1998
						To: Dead End										
(1297)	0.15	20	R			From: 60-1296; 60-1294					NA		NA			12/05/2001
						To: Cul-de-Sac										
(1298)	0.55	70	R			From: Cul-de-Sac					NA		NA			1998
						To: SR 8										
(1299)	0.10	30	R			From: 60-1298					NA		NA			12/17/2001
						To: Cul-de-Sac										
(1310)	0.14	10	R			From: Cul-de-Sac					NA		NA			1986
						To: 60-1311										
(1310)	0.05	50	R			From: 60-1311					NA		NA			1986
						To: 60-658										
(1311)	1.15	40	R			From: 60-1310					NA		NA			1986
						To: Cul-de-Sac										

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1315)	0.78	80	R				From: Cul-de-Sac				NA		NA			1998
							To: 60-828									
(1316)	0.07	20	R				From: 60-1317				NA		NA			01/08/2002
							To: 60-1315									
(1317)	0.21	20	R				From: 60-1316				NA		NA			01/08/2002
							To: Dead End									
(1328)	0.33	NA					From: 60-00675(B)/				NA		NA			
							To: Cul-de-Sac									
(1329)	0.18	NA					From: 60-00675(B)/				NA		NA			
							To: Cul-de-Sac									
(1330)	1.50	140	R				From: Cul-de-Sac				NA		NA			1998
							To: 60-675									
(1331)	0.99	160	R				From: 60-675				NA		NA			12/05/2001
							To: 60-1332									
(1332)	0.21	20	R				From: 60-1331				NA		NA			12/05/2001
							To: Cul-de-Sac									
(1333)	0.24	40	R				From: 60-1331				NA		NA			12/05/2001
							To: Dead End									
(1340)	0.23	70	R				From: 60-669 Fairview Church Rd				NA		NA			1998
							To: Cul-de-Sac									
(1341)	0.14	70	R				From: Dead End				NA		NA			12/17/2001
							To: 60-1340									
(1410)	0.09	130	R				From: 60-615				NA		NA			1998
							To: 60-1411									
(1410)	0.11	40	R				From: 60-1411				NA		NA			1998
							To: Cul-de-Sac									
(1411)	0.15	60	R				From: Cul-de-Sac				NA		NA			1998
							To: 60-1410									
(1415)	0.19	250	R				From: 60-640				NA		NA			1998
							To: NCL Christiansburg									
(1416)	0.65	1600	R				From: Cul-de-Sac				NA		NA			01/05/2005
							To: 60-1417									
(1416)	0.08	110	R				From: 60-1417				NA		NA			1998
							To: 60-640									
(1417)	0.25	40	R				From: 60-1416				NA		NA			1998
							To: Cul-de-Sac									
(1418)	0.35	80	R				From: Dead End				NA		NA			12/17/2001
							To: 60-640									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1430)	0.27	48	R								NA			NA		1998
(1435)	0.30	80	R								NA			NA		1998
(9251)	0.44	NA									NA			NA		
(9260)	0.53	NA									NA			NA		
(9261)	0.04	220	R								NA			NA		1991
(9262)	0.20	0	R								NA			NA		12/17/2001
(9263)	0.40	310	R								NA			NA		1991
(9264)	0.12	750	R								NA			NA		1991
(9264)	0.25	190	R								NA			NA		1991
(9265)	0.12	0	R								NA			NA		12/17/2001
(9267)	0.47	NA									NA			NA		
(9547)	0.08	190	R								NA			NA		1991
(9548)	0.11	230	R								NA			NA		1991
(9658)	0.07	220	R								NA			NA		1991
(9815)	0.20	240	R								NA			NA		1991
(9815)	0.04	100	R								NA			NA		1991
(637/80) Bottom Creek Lane	0.10	50	R								NA			NA		09/11/2000
(669/80) Patterson Dr	0.50	40	R								NA			NA		09/11/2000
City of Radford																
(4650/126) Forest Ave	1.23	790	G	98%	1%	1%	0%	0%	0%	C	0.123	F	0.617	870	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
City of Radford																
(4651/175) Seventh St	0.47	440	G	99%	0%	0%	0%	0%	0%	C	0.134	F	0.508	480	G	2005
(4652/126) Rock Rd	0.85	1800	G	98%	0%	0%	0%	1%	0%	F	0.099	F	0.5	1900	G	2005
(4652/175) Rock Rd	0.53	2600	G	98%	0%	0%	0%	1%	0%	F	0.092	F	0.519	2800	G	2005
(4652/126) Rock Rd	1.74	5800	G	98%	0%	0%	0%	1%	0%	C	0.097	F	0.505	6400	G	2005
(4652/126) Rock Rd	0.33	2200	G	98%	0%	0%	0%	1%	0%	F	0.106	F	0.524	2500	G	2005
(4653/126) Pendleton St	0.53	910	G	99%	0%	0%	0%	0%	0%	C	0.096	F	0.577	1000	G	2005
(4653/126) Eighth St	0.67	1500	G	99%	0%	1%	0%	0%	0%	C	0.111	F	0.514	1700	G	2005
(4653/126) Eighth St	0.39	1100	G	99%	0%	1%	0%	0%	0%	F	0.125	F	0.623	1200	G	2005
(4653/126) Walker St	0.53	3900	G	99%	0%	1%	0%	0%	0%	F	0.112	F	0.531	4300	G	2005
(4654/126) Noblin St	0.25	2600	G	99%	0%	0%	0%	0%	0%	C	0.1	F	0.551	2800	G	2005
(4654/126) Hammett Ave	0.16	2600	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.54	2900	G	2005
(4655/126) Preston St	0.52	1300	G	99%	1%	0%	0%	0%	0%	C	0.103	F	0.631	1400	G	2005
(4656/126) Grove Ave	0.76	2000	G	99%	0%	0%	0%	0%	0%	C	0.101	F	0.525	2200	G	2005
(4657/126) Wadsworth St	0.90	4300	G	98%	0%	1%	0%	0%	0%	C	0.096	F	0.546	4800	G	2005
(4657/126) Wadsworth St	0.53	5100	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.545	5600	G	2005
(4659/126) Park Rd	0.64	1600	G	99%	0%	0%	0%	0%	0%	C	0.133	F	0.577	1800	G	2005
(4659/126) Park Rd	0.76	1600	N	99%	0%	0%	0%	0%	0%	N	0.133	N	0.577	1800	N	2005
(4659/175) Seventh St	0.08	1100	G	99%	0%	0%	0%	0%	0%	F	0.118	F	0.614	1200	G	2005
(4661/126) Second Ave	0.98	4700	G	99%	0%	0%	0%	0%	0%	C	0.11	F	0.556	5200	G	2005
Town of Blacksburg																
(2/150) University City Blvd	1.11	7900	G	98%	2%	0%	0%	0%	0%	C	0.092	F	0.545	8700	G	2005
(3/150)	1.46	NA									NA		NA			

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						2Axle	3+Axle	1Trail	2Trail							
Town of Blacksburg																
(4/150)	0.31	NA				From: 150-3165					NA			NA		
						To: Dead End										
(3150/150) Country Club Dr	0.23	450	G	98%	0%	From: Southgate Dr				C	0.153	F	0.635	500	G	2005
						To: Country Club Dr										
(3150/150) Country Club Dr	0.40	3800	G	99%	0%	From: Airport Rd				C	0.107	F	0.507	4200	G	2005
						To: Main St										
(3151/150) Ellett Rd	0.71	2100	G	97%	0%	From: SCL Blacksburg				C	0.101	F	0.599	2300	G	2005
						To: S Main St										
(3152/150) Prices Fork Rd	0.75	11000	G	98%	0%	From: WCL Blacksburg				C	0.108	F	0.595	12000	G	2005
						To: Hethwood Blvd										
(3152/150) Prices Fork Rd	0.36	17000	G	98%	0%	From: Heather Dr				F	0.096	F	0.6	18000	G	2005
						To: US 460										
(3153/150) Airport Rd	0.37	2300	G	99%	0%	From: Southgate Dr				C	0.115	F	0.541	2500	G	2005
						To: Main Street										
(3154/150) Glade Rd	1.55	1200	G	99%	0%	From: WCL Blacksburg				C	0.094	F	0.728	1400	G	2005
						To: Boxwood Dr										
(3154/150) Glade Rd	0.46	2400	G	98%	0%	From: Oriole Dr				C	0.093	F	0.676	2700	G	2005
						To: University City Blvd										
(3154/150) Glade Rd	0.33	4700	G	98%	0%	From: Main St				F	0.09	F	0.676	5200	G	2005
						To: Owen St										
(3156/150) Roanoke St	0.49	5700	G	97%	0%	From: Roanoke St				C	0.094	F	0.544	6200	G	2005
						To: Harding Ave										
(3156/150) Owen St	0.11	4500	G	97%	0%	From: Owen St				C	0.106	F	0.59	4900	G	2005
						To: Cork Dr										
(3156/150) Harding Ave	0.11	5600	G	97%	0%	From: ECL Blacksburg				C	0.102	F	0.624	6200	G	2005
						To: Prices Fork Rd										
(3156/150) Harding Ave	0.66	5100	G	97%	0%	From: US 460 Bypass				F	0.098	F	0.574	5600	G	2005
						To: US 460										
(3159/150) Tom's Creek Rd	0.96	11000	G	99%	1%	From: NCL Blacksburg				C	0.085	F	0.551	12000	G	2005
						To: C8US 460										
(3164/150) Mt Tabor Rd	0.92	3100	F	99%	0%	From: Dead End Gap Terminus				C	0.101	F	0.648	3400	F	2005
						To: Roanoke St										
(3165/150) E Clay St	0.61	1800	G	98%	0%	From: C8US 460				F	0.093	F	0.656	1900	G	2005
						To: Roanoke St										
(3165/150) Patrick Henry Drive	0.79	5900	G	98%	0%	From: C8US 460				C	0.117	F	0.510	6400	G	2005
						To: Toms Creek Rd										
(3165/150) Patrick Henry Drive	0.83	11000	G	98%	0%	From: Toms Creek Rd				F	0.091	F	0.504	12000	G	2005
						To: Toms Creek Rd										

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						2Axle	3+Axle	1Trail	2Trail							
Town of Christiansburg																
1 154 Falling Branch Rd	0.46	40	G	99%	0%	0%	0%	0%	0%	F	0.381	F	0.594	40	G	2005
3500 154	0.14	2200	G	99%	0%	0%	0%	0%	0%	F	0.108	F	0.617	2400	G	2005
3501 154 S Franklin St	1.21	5500	G	99%	0%	0%	0%	0%	0%	C	0.105	F	0.686	6100	G	2005
3501 154 S Franklin St	0.57	6200	G	99%	0%	0%	0%	0%	0%	F	0.092	F	0.773	6800	G	2005
3502 154 Phlegar St	0.08	4900	G	99%	0%	1%	0%	0%	0%	F	0.1	F	0.575	5400	G	2005
3502 154 First St	0.40	5300	G	99%	0%	1%	0%	0%	0%	C	0.107	F	0.581	5800	G	2005
3503 154 Depot St	0.12	8600	G	99%	0%	0%	0%	0%	0%	F	0.091	F	0.574	9500	G	2005
3503 154 Depot St	0.14	10000	G	97%	0%	1%	1%	1%	0%	F	0.090	F	0.572	11000	G	2005
3503 154 Depot St	0.41	14000	G	97%	0%	1%	1%	1%	0%	C	0.088	F	0.542	15000	G	2005
3503 154 Depot St	0.91	2600	G	97%	0%	1%	1%	1%	0%	F	0.101	F	0.591	2900	G	2005
3504 154 Park St	0.87	1800	G	99%	0%	0%	0%	0%	0%	C	0.097	F	0.516	2000	G	2005
3505 154 E Main St	0.17	1700	G	99%	0%	0%	0%	0%	0%	F	0.099	F	0.521	1900	G	2005
3506 154 Ellett Rd	0.39	2000	G	98%	0%	1%	0%	0%	0%	C	0.110	F	0.599	2200	G	2005
City of Radford																
Jefferson St		8000	G								0.096	F	0.568	8800	G	2005
Ninth St		160	G								0.115	F	0.524	170	G	2005
Scott St		3400	G								0.108	F	0.532	3700	G	2005
Sundell Dr		2200	G								0.119	F	0.596	2400	G	2005
Third Ave		1900	G								0.092	F	0.531	2100	G	2005
Town of Blacksburg																
Apperson Drive		190	G								0.124	F	0.617	190	G	2005

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						2Axle	3+Axle	1Trail	2Trail							
<u>Town of Blacksburg</u>																
Draper Rd		570	G				From: Country Club Dr			0.172	F		630	G	2005	
							To: Airport Rd									
Edgewood Lane		290	G				From: Preston Ave			0.102	F	0.607	290	G	2005	
							To: S Draper Rd									
Hillcrest Dr		100	G				From: Country Club Dr			0.128	F		110	G	2005	
							To: Sunrise Dr									
Jackson Street		4100	G				From: Church St			0.121	F	0.522	4500	G	2005	
							To: Penn St									
Lucas Drive		380	G				From: Giles Road			0.123	F	0.532	380	G	2005	
							To: Turner Street									
McBride Dr		590	G				From: Kelsey Dr			0.099	F		650	G	2005	
							To: Burrus Dr									
Progress St		3400	G				From: Broce Dr			0.089	F		3700	G	2005	
							To: Watson Ave									
<u>Town of Christiansburg</u>																
Alleghany St		2200	G				From: Canaan Rd			0.103	F		2400	G	2005	
							To: Miller St									
Church St		400	G				From: Plum St			0.086	F		440	G	2005	
							To: King St									
Clearview Drive		2800	G				From: Regan Drive			0.111	F	0.573	2800	G	2005	
							To: Wimmer Street									
Electric Way		400	G				From: Fisher St			0.149	F		440	G	2005	
							To: Simmons Rd									
North Drive		320	G				From: Depot Street			0.118	F	0.632	320	G	2005	
							To: E. Main Street									
Republic Road		310	G				From: Lester Street			0.137	F	0.547	310	G	2005	
							To: Park Street									
Ridge Rd		90	G				From: Overhill Rd			0.127	F		100	G	2005	
							To: Dogwood Terrace									
Summitridge Road		700	G				From: Briarwood Drive			0.105	F	0.6	700	G	2005	
							To: S. Franklin Street									